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## The Daily Press.

HONGKONG, JUNE 2ND, 1905.

At the opening of the Russo-Japanese war, when speculation was rife as to how far the Japanese could hold their own against Russia in military matters, it was pointed out by the Military Correspondent of the Times that it had always been assumed that the Chinese had been a contemptible foe in the war between them and Japan, but that this assumption had possibly been made without any very solid basis, and that it might prove that it was a mistaken conclusion, and that the Chinese were in reality a much more formidable enemy than had been generally believed. The comparative ease with which the Chinese were defeated by the Japanese, combined with what was then known of them in former wars, led naturally to this conclusion, but events which have since happened again raise considerable doubt as to its correctness.

All we know of the Chinese would lead to the conclusion that they are quite unable to fight in the way the Japanese fight. If there were no other reason for this, there is a want of real patriotism amongst them which would always prevent such fervour, as the Japanese have so conspicuously displayed, from arising. Moral as well as physical qualities are required to win battles and to carry on a difficult campaign; and there is no moral force comparable to a true devotion to country and government. In this, however, the Chinese have always been conspicuously deficient and, unless some quite unforeseen change should arise, it may reasonably be assumed they will continue to be wanting in true patriotism for many years to come.

At the same time it is not to be overlooked that China, under certain circumstances, might become a formidable adversary. Alone, she is likely to be able to do little, but in combination with a nation such as Japan, possessing real *esprit de corps*, she might prove very different to what she has been under half-hearted and in many cases corrupt leaders. There is no position in which it is more true that a little leaven leavens the whole than that of an army in the field. The manner in which Napoleon inspired his soldiers the instant he took the field is a good illustration of this and there have been many instances in our history where British dash and pluck have made good soldiers out of very unpromising native material. In China itself we had an illustration of this in Gordon's "Invincible Army." Although, in its later days, it owed very much to the *prestige* which it had acquired, there is no doubt that Gordon succeeded in making his Chinese troops perform feats which it would have been impossible for them to attempt if not inspired by their leader. In the same way it is likely that, under Japanese direction, Chinese troops would prove very different from what they have been hitherto, and it is by no means unlikely that this may before long be put to practical test. Already the Chinese have called in Japanese military teachers in many directions; and it is probable that the Japanese, in their own interests, will reconstruct much of the Chinese military system in Manchuria, with a view of enabling China to hold her own there, which is one of the things which Japan recognises essential to the preservation of peace. Under such conditions, the Chinese would be able to hold their own there with little difficulty. Without, therefore, interfering with Chinese jurisdiction, the Japanese will probably find it necessary to keep sufficient "military police" in Manchuria to preserve and to make a renewal of the encroachments of Russia an impossibility.

There is every likelihood that something of this kind will be organised both in Korea and also in Manchuria. The former has practically acquiesced in such an arrangement and there are indications, from what has been done at Mukden, that China will be willing to follow suit in what will be substantially a similar arrangement differing, possibly, in form and name. As long, however, as Chinese authority is recognised in Manchuria, China will not be too nice as to submitting to the protection of some other Power. By this time she must be fully aware of her inability to protect this part of her Empire herself, and, if an arrangement with Japan can be come to by which she can save her "face" and still preserve her territorial authority, she will probably look with complacency upon the military Power being in Japanese hands; and will be willing to place against any loss of *prestige*, which such an arrangement might be considered to involve, the material security which it will undoubtedly provide.

How far European nations may be disposed to acquiesce in such an arrangement is a question of some nicety. If China could be relied upon to protect herself, no doubt they would much prefer to see her have complete control in Manchuria. But past experience makes it manifest to the most sanguine that she could not be counted upon to hold her own; and that, if Manchuria were restored to her without some form of military protection, it would only be a question of time for the old state of affairs to arise again. When Russia had recovered from the effects of the war, she would cast eyes in the old direction, and endeavour to carry out her traditional policy of encroachment. Under the circumstances the best thing that can happen, at all events for some years, is that the Japanese should in some way protect Manchuria. Possibly, in the course of time, China may be able to do this herself, and Japan would be glad to be relieved of the responsibility. The moral position of China, it must be remembered, would become much stronger when once she had come into line with European nations and the United States in opposing the advance of Russia. It is hardly likely that those who have hitherto been disposed to favour Russian aggression in China will be inclined to continue such a policy after the lesson that the Japanese taught them; and, if only there is unanimity on this subject, the chances of success of any aggressive action on the part of Russia will be so much diminished that China may be able to take care of herself and once more resume the full control over Manchuria, which, if Russia had kept her promises, ought long ago to have been restored to her.

Yesterday's plague return contains only one case, the 10th.

The French Mail of the 2nd May was delivered in London on the 31st May.

According to the report of the Observatory 9.4 inches of rain fell during the twenty-four hours ended at 10 o'clock yesterday morning.

The Chairman of Weeks and Co., Limited, Shanghai, congratulated the shareholders on the fact that last year was the most successful the Company had experienced.

The heavy fall of rain on Tuesday night caused a bad landslide in Conduit Road, just below the entrance to Sir Paul Chater's new residence. Two or three tons of rock and soil blocks the road.

The demand for nurses in England appears great. If we may judge by the mass of "appointments vacant" in a professional journal. Such stipulations as: "Must be gentlewoman, churchwoman, good lifer, some needlework, not afraid of small-pox, meals in kitchen, salary £28 to £30, uniform," may help to explain why the demand is not overtaken by supply.

The programme of music to be performed by the band of the 119th Infantry on the New Parade Ground on Monday, 5th June, from 5 to 6.30 p.m., is as follows:—  
March: "The Liberty Bell" ..... Sousa  
Selection: "The Geisha" ..... Jones  
Overture: "The Swan Song" ..... Buelow  
Valse: "Junita" ..... Suppe  
Nocturne: "L'Esperance" ..... Ascher  
Polka: "Grass aus Murren" ..... PetrusBy kind permission of the Commander of Police, the string band will play the following programme of music at the Macao Hotel, from 7.30 to 9.30 p.m. on Saturday, 3rd June. The band will play every Saturday during the Summer.  
Two Steps: "Free Lance" ..... Leibig  
Overture: "Du Calig de Bagdad" ..... Boie  
Valse: "Yours Sincerely" ..... Ch. Cote  
Grand Selection: "Martha" ..... Plotow  
Pas de Quatre: "Felicita" ..... Brancos  
Valse: "Always Faithful" ..... Brancos  
Serenade: "Love's Dream" (cornet solo) Warren  
Galop: "On a Flyer" ..... MiltonIf Chinese can be taught to be as good policemen as the Japanese, they will be bad to beat. Japanese journals report, says the *Japan Mail*, that 32 Chinese students have just graduated from the Police school of Japan. 34 are from Peking and 13 from Hupoh. They have received practical instruction in the discharge of police duties. There remain still studying in the same school the following numbers:—Peking Students 8, Hupoh Students 18, Szechuan Students 27, Hupoh Students 53, and Kiangsu Students 20. Total 136.By kind permission of Lt-Col Aitken and Officers, the band of the 119th Infantry will play the following programme of music, at the King Edward Hotel, during dinner, this (Friday) evening:—  
March: "The Liberty Bell" ..... Sousa  
Selection: "The Geisha" ..... Jones  
Overture: "The Swan Song" ..... Buelow  
Valse: "Junita" ..... Suppe  
Nocturne: "L'Esperance" ..... Ascher  
Polka: "Grass aus Murren" ..... Petrus  
Extra:  
Selection: "Cigarette" ..... Parry  
Gavotte: "Intermezzo" ..... Hall  
Menu: Hors D'Oeuvre—Scotch Eggs on Toast, Soups—Washed Chicken Soup, Consomme, Italian Pasta, Fish—Boiled Fish, Shrimps Sauce, Entrées—Baked Chicken, Baked Potatoes, Gravy on Aspic, Baked Potatoes, Baked Potatoes, Roast Potatoes, Roast Saddle of Beef and Mushrooms, Boiled York Ham, Curry—Curry Shrimps, Salad—Mixed Salad, Vegetables—Boiled Potatoes, Roast Potatoes, Green peas, cabbage, Sweetened Pudding, Jam Tart, Vanilla Ice Cream, Almond Finger Cakes, Fruits in season, Tea, and Coffee.

## AN ECHO OF THE CHEMULPO ENGAGEMENT.

THE TSAR'S PRESENT TO CAPTAIN BATT.

The gold cigarette case, the gift of the Tsar of Russia, to Capt. H. E. Batt, of the Liverpool steamer *Ajwa*, in recognition of services rendered by him to Russian officers and men wounded at the naval engagement at Chemulpo on February 8th, 1904, was presented by the Mayor of Exeter at a Special Court held at the Guildhall on April 25th. The cigarette case bears the Imperial Russian Arms in diamonds, and is contained in a shagreen case with the Imperial Russian Arms in gold on the outside. The Mayor in making the presentation referred to Captain Batt as belonging to a Devonshire family and to his having lived long in the neighbourhood of Exeter. At the battle of Chemulpo, he said, Captain Batt and his crew upheld the traditions of British sailors for humanity and hospitality. Captain Batt, in returning thanks, said he entertained no thought of reward when the services at Chemulpo were rendered. He considered it, in fact, as a privilege to be able to render aid to the Russian sailors, and a very hearty letter of thanks which he received from the Captain of the *Vladivostok* he regarded as an ample return. Further he was brought into daily intercourse on the occasion with Captain Bayly, of H.M.S. *Talbot*, and this was no small reward. He was now further rewarded by this handsome present from the Tsar, and all this, he feared, would damage his modesty. Humanity, he added, knew no nationality, and a sailor would always help a sailor in distress. Captain Batt referred to the fact of Captain Bayly and many of the officers of the *Talbot* being Devonshire men, and remarked "So it was Devon to the fore again, as it always was."

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Vancouver at 7 p.m. Tuesday, the 30th May. The C.P.R. str. *Albatross* arrived at Kobe at 6.30 a.m. on Wednesday, the 31st inst., and left again at 5 p.m. same day for Yokohama, where she is due to arrive at 6 a.m. to-day. The British str. *Lucifer* left Singapore on the 30th ult., at 6 p.m., and is due here on the 5th inst.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## THE ASHES OF ENGLISH CRICKET.

## PHOENIX HATCHED.

AUSTRALIANS HANDSOMELY DEFEATED.

LONDON, 31st May.

Despatched 10.55 p.m.

Received 1st, 3.35 p.m.

Beginning the third day's play with 318 to their credit, the English eleven added 108 more, and declared.

Jackson's score was 82 not out.

Rhodes, the other "not out" man, had completed 39.

Total, 426.

The Australians, who were minus the services of Trumper, hurt, were all got out for 188.

England won on the two-innings aggregate by 213 and four wickets.

## RESULT OF THE DERBY.

LONDON, May 31.

The result of the Derby was as follows:—

- 1 Lord Rosebery's CICERO.
- 2 Mr. M. E. Blanc's JARDY.
- 3 Chev. E. Ginistrelli's SIGNORINA.

[REUTER'S SERVICE.]

## PRINCE ARISUGAWA IN GERMANY.

LONDON, 30th May.

Prince Arisugawa has arrived at Berlin. There were present at the station to meet the Prince, the Kaiser, the Crown Prince and the Princesses Adalbert and August, the officers of the Headquarters Staff, and other high military and naval authorities; the Legation staff and the Japanese colony were also present at the station. While waiting for the train the Kaiser cordially greeted the Japanese present and conversed with the members of the Legation. On arrival, the Kaiser welcomed the Prince in the most hearty manner and the immense crowd warmly cheered. Prince Arisugawa is accommodated at a Hotel, but dined at the palace with a distinguished company present.

LATER.

The Kaiser has conferred the order of the Black Eagle on Prince Arisugawa and the Red Cross medal of the first class on the Princesses.

## MISSIONS TO SEAMEN.

The 49th annual report of the Missions to Seamen, for 1904, contains the following paragraphs:—

Hongkong Harbour. Opportunities on board ships in Hongkong Harbour have been specially great, owing to the war in the Far East; so that the work has been much crippled by the continued vacancy in the Assistant Chaplaincy. Owing to the great demand for steam coal on the part of both combatants, a great number of seamen carrying European crews passed through the port, so that the energies of the complete staff of two Chaplains would have been taxed to their full extent. As it was, notwithstanding the hurry and excitement of war, fifteen services were held aboard, with an average attendance of about thirty seamen; and more than two thousand visits were paid the crews, often with short, pointed, personal talks about spiritual things. More respectable men were recorded than for many years past.

There is still a greatly-felt need of a new Seamen's Institute on the more populous side of the anchorage in the City of Victoria, with some sleeping accommodation, especially for men of war's men. Great difficulty has been experienced in obtaining a site in the right situation. The Governor has kindly interested himself in this matter, and a grant of a piece of ground on the New Reclamation is hoped for when the land is reclaimed. Meanwhile, a temporary Institute is being rented, in a suitably locality. When the new made ground is ready, about 25,000 will be needed for the permanent building, of which 22,000 is in hand. Yokohama Harbour. Many of the Japanese merchant steamships, which usually trade with Yokohama, have, since the war began, been taken into the service of the State, and have made the men-of-war ports their headquarters. Hence opportunities of serving Japanese seamen which they and we could wish. This is the more to be regretted as, so far as human minds can foresee, the future of the evangelization of the world must be largely influenced by the seamen of the land of the Rising Sun, if they themselves be brought under the dominion of the Gospel.

## RUSSIAN ARMY SCANDALS.

A Central News telegram from St. Petersburg states that the following order has been issued by Gen. Linivitch:—

"I am informed that the commissariat officials sometimes burn the stores prematurely, in the presence of the troops, refusing to distribute the necessary provisions. I, therefore, give orders that storehouses shall only be destroyed by permission of the commanders of army corps and divisions. I hope there will be no more cases such as those already witnessed, where over a sheaf of straw, a measure of oats, or a bag of biscuits have been refused, these being solemnly burnt under the eyes of men who had had nothing to eat for two or three days, and in the presence of famished and half-dead animals."

## THE NAVAL BATTLE.

## "PRACTICALLY ANNIHILATED."

## TOGO'S SCRUPULOUS ACCURACY.

LATEST OFFICIAL TELEGRAM.

[BY COURTESY OF MR. M. NOMA, JAPANESE CONSUL.]

Tokyo, 31st May, 6.50 p.m.

(received 1st June, 9 a.m.)

Admiral Togo's seventh report, received on the morning of 31st May, states: From the reports of various divisions under me, it appears that the *Osabara* was seriously damaged at an early stage of the battle of 27th May, that she left the line, and was sunk at 3 p.m. The *Sasomeliki*, *Yakhimeff* and *Monomach*, having already suffered heavily at midday of 27th May, were the same night so damaged by our destroyer and torpedo-boat flotillas, that they were completely put out of action. They were discovered the next morning, drifting near Tsushima, by our converted cruisers—*Shinanomaru*, *Yoyotamaru*, *Tainanmaru* and *Sadomaru*; but sank before they could be captured. Their survivors, about 915, were taken up by the above mentioned converted cruisers, and by people on the coast.

It is certain from the statements of the prisoners that the *Navarin* was struck by four torpedoes from our torpedo flotilla on 27th May and sank. The commander of the *Nitaka* reports that the *Societana* was discovered at 9 a.m. on 28th May, off Chikubun Bay, Korea, and was sunk by the *Nitaka* and *Otowa*. The *Aurora* and *Almaz* were suspected to have been sunk during our torpedo attack on the night of 27th May.

Respecting the *Zemichug* in the list of sunken ships in a previous report, her fate is uncertain, and her name is to be cancelled from that list pending reliable information.

After all, eight battleships, three armoured cruisers, and three coast-defence ironclads, which formed the main force of the Russian fleet were sunk or captured; and most of the second class cruisers and other subsidiary vessels were destroyed, so that the whole Russian squadron was practically annihilated by this battle.

Regarding the damages to our fleet, subsequent reports show that during the night attack of 27th May, the 34th, 35th and 69th torpedo-boats were sunk, but most of their crews were rescued by their companions. Otherwise, no ship whatever was lost. Damages to larger vessels, including destroyers, were very slight and none of them were incapacitated for action.

Our total casualties are now estimated at 800.

As nearly the whole of the Japanese and Russian fleets were engaged in the battle, its field was [of necessity] greatly extended and, moreover, the weather being misty, it was impossible to see more than five miles. I was, therefore, unable to keep in sight all divisions under me even in daytime. Besides, the battle occupied two days and nights; and our various divisions attacked the enemy, who were scattered in every direction, and some are still engaged in duties subsequent to the battle, so that it will be some days before the detailed reports can be forwarded.

## OFFICIAL STATEMENT OF JAPANESE LOSSES.

ONLY THREE TORPEDO-BOATS.

Tokyo, 31st May, 3 p.m.

It is officially announced that in the last naval battle the damages of our fleet were very slight and none of our battleships, cruisers, destroyers, nor any other ships, except three torpedo-boats, were lost.

Under the Imperial command Admiral Togo was authorized to permit Rear-Admiral Nebogotoff to submit to the Czar the reports on the last battle, and the list of Russian killed, wounded and prisoners; and also to release on parole the surrendered officers of *Nicholas I.*, *Orel*, *Apraxin*, and *Sengavin*.

Vice-Admiral Rodjestvensky was taken to the Sasebo Naval Hospital.

No other admiral was captured from the *Biedovy*, the last report in this respect being due to a clerical error.

## JAPANESE TOTAL NAVAL LOSSES.

Kobe, 31st May.

Despatched 10 p.m.

Received 11.30 p.m. 1st.

A Japanese Official Statement just published gives the Japanese naval losses since the beginning of the war.

The losses were nearly all accidental, by mines or collision, and mostly outside Port Arthur.

The important ships lost were the *Yashima*, *Akutsuki*, *Takasago*, *Oshima*, *Atago*, and *Hayatori*.

Torpedo boats numbered 34, 35, and 69 were lost in the Battle of Tsushima.

[REUTER'S SERVICE.]

## REPORTED SINKING OF A BRITISH MERCHANTMAN.

LONDON, 30th May.

Intelligence has reached Tokyo that the Russians sank a British merchant ship south of Formosa on the 20th inst.

## A SHANGHAI BUNDER IN ST. PETERSBURG.

LONDON, 30th May.

The newspapers are unanimous in declaring that Admiral Togo's triumph challenges the greatest victories of Nelson, including Trafalgar, and forms the sixteenth decisive battle of the world.

Reuter's correspondent in St. Petersburg wires that at 1 a.m. the public were still kept in ignorance of the disaster. A semi-official agency issued a Shanghai telegram stating that seven Japanese warships, including two battleships and four Russian vessels, had been sunk, and on the strength of this the newboys at midnight were shouting a great Russian victory outside the emptying theatres and music halls.

## THE NAVAL VICTORY.

LONDON, 30th May.

The markets are buoyant and Japanese bonds still rising; they have gone up 5 per cent. since the battle.

## PROSPECTS OF PEACE.

LONDON, 30th May.

The hopes of peace are strengthened by the earnest advocacy of the French newspapers.

## CAPTURE OF ADMIRAL ROZHDZESTVENSKY.

LONDON, 30th May.

The Washington State Department says it is officially announced in Tokyo that Admiral Rozhdzestvensky, Admiral Folksarham and Admiral Niebogotoff are prisoners; and that all the Russian battleships are sunk except the *Orel* and the *Nicholas I.*, which were captured.

The Dallas-Bandmann Company was not as well supported last night as it deserves to be; but the audience was more enthusiastic than ever. The piece was "The Girl from Kaya." Space limitations forbid us to say more than that Mr. Edgar Ronald's song "I don't care" was the musical hit of the evening; and that Miss Frampton claimed chief honours among the ladies.



## SUPREME COURT.

Thursday, 1st June.

IN BANKRUPTCY.

BEFORE MR. F. T. PIGGOTT (Chief Justice).

YU FAT BANK EX PARTE LEUNG SO CHAI.  
In this case, a public examination by Mr. H. E. Wakeman (the Official Receiver); Mr. P. W. Goldring represented the petitioning creditor.

Mr. Yuen declared—I am a partner in the Yu Fat Bank, of 131, Wing Lok Street. The partners are Ma Fat Ting, So Yau Sai, Yeung Tak Cho and myself. There is no partnership agreement. The capital of the bank is \$40,000. The shares in the bank are—Ma Fat Ting, \$15,000; Yeung Tak Cho, \$5,000; So Yau Sai, \$15,000; witness, \$5,000. The business of the bank was taking deposits and lending out on notes. The bank commenced business about the 23rd or 24th May, 1900. We also dealt in bills of exchange, and sometimes received and sold gold coin. Yeung Tak Cho and I were the partners who attended to the business. This bankruptcy was caused by too much money out amongst the customers. When we received money on deposit from clients no documents in particular were given except a deposit note. Interest was paid according to market rates, the lowest being 30 cents on a \$100 per month. We lent out this money at market rates. The highest was 40 cents per \$1,000 per day; and the lowest was 20 cents per \$1,000 per day. We never lent out at a lower rate than we received. The expenses were every year \$6,100 or \$6,200. The profit we made the first year was \$2,000 after paying all expenses; second year, \$3,000; third, about \$5,000; fourth, about \$7,000; fifth, about \$10,000. This \$10,000 has all been lent out to shops. The fifth year was up to the end of last Chinese year, last February. This profit is up to then. Some of the debts in the statement of affairs can be recovered. Good and bad debts amount to \$119,000. I have pressed for payment. One debt for \$41,000 is due by the Wang Fung, guaranteed by the Hon. Wei Yuk and another. This is good. Some of the debts are due back as far as 1900. Wei Yuk, \$3,000 in 1900 is the first on the list. This was due in 1900. I do not remember the last date on which the bank let out money, nor do I remember the last date on which we received a deposit. There were deposits in the second month which ends on the 4th April. We received these deposits. I thought the money would have been repaid. I knew then that money was tight, but it was only in the middle of the second month that there was a run on the bank. This was because people in the street said that he had too much money out. The house, 131, Wing Lok Street, is in my name and Yeung Tak Cho's name. There is a mortgage on it for \$15,000. There is no other charge on it.

By the Court—The annual profit is not estimated in cash. It was not necessarily in land; it was by the accounts. The partners did not draw shares of the profit, but the interest was divided at \$80 per \$1,000 per annum. There was not a separate account for each partner; the payments out were put in the cash book. Sometimes special lendings were given to partners. The partners only drew their interest. No one overdraw.

Ma Fat Ting said he was a sleeping partner. His saying that he did not see why they wanted to question him about matters reported in his petition caused some amusement.

Yeung Tak Cho, the assistant manager of the bank, a partner, was also examined.

Mr. Hastings, solicitor, was appointed trustee. The examination was left open for the present, the case being adjourned.

LYING EXAMINEE MA YING PO.  
In this case Mr. P. W. Goldring also appeared for the petitioning creditor.

Ma Fat Ting declared—I am the managing partner of the Lai Hing firm. The partners are Quong Ho On, Wong Yu Tong, Ma Fat Ting (witness), Shung Lai Kong, Mo Pan Tong and Chan Ming Ke. Some are not here, in Hongkong; Mo Pan Tong alias Lau Wai Chune is.

Mr. Gedge said he represented Mr. Lau Wai Chune, who denied partnership.

The Official Receiver said that witness had been away from the Colony, and had not filed his statement. He asked that the examination be adjourned for a week during which time the debtor be required to file his statement.

To this the Court assented.

Mr. Gedge said that his client Mr. Lau Wai Chune denied partnership and asked leave to question witness.

This was permitted, and in answer to Mr. Gedge witness said that there was no proof that Mr. Lau Wai Chune was a partner except by witness's statement. No one knows about it and there was nothing in writing.

Mr. Goldring and Mr. Beavis, acting on behalf of creditors, objected to these questions. An issue is to be tried. The case was adjourned.

## RAIN DAMAGE.

Parts of the City were flooded yesterday morning by the deluge of rain, the drains in the low lying areas being unable to cope with the rush of water. The water at Arsenal Street, for instance, was quite four feet deep and Major-General Villiers-Hutton was conveyed in a boat to the stairs leading up to Head Quarters. A retaining wall at Mr. M. J. D. Stevens' house on the hill-side collapsed but, considering that it was of red brick instead of the usual rubble, this was not to be wondered at. Portions of Praya East looked more like a canal than anything else.

## ALLEGED EMBEZZLEMENT.

The hearing of the charge of embezzlement preferred against Tung Fuk, third clerk and Coroner's clerk at the Magistracy, was resumed before Mr. F. A. Hazeland, yesterday. Mr. Hazeland intimated that he would either commit the defendant for trial or order his discharge from custody. Chinn Shun, sheriff at the Magistracy, said that the defendant had on numerous occasions deposited his private money with him. He on one occasion deposited \$3.0. The deposits were made for safe keeping and defendant was in the habit of drawing the money in a lump. The defendant had on occasions paid in money received by him for fines; he paid the money the morning after he received it. One morning the defendant threw \$50 down on his desk and said 'for expense.' He also said something about Shaukiwan which witness could not catch as he was very busy receiving fines at the time. When paying fine money the defendant always said 'for expense' or 'cumsa' he also used the same words when making a deposit. Sometimes he indicated the case in which the money had been received. In the present instance he thought the \$50 was deposit money and he put it into a drawer. When first questioned by the auditor he forgot having the defendant's \$50 in his possession; he was only reminded of the fact during the afternoon when looking up the fine receipts books. It was unusual to look the books up; and on putting them into the drawer he saw the \$50 that had been given to him by defendant. Witness at once spoke to Mr. Hamour about the money, and he said he would take no notice of it. At both interviews with the auditor defendant said he had paid the \$50 and also said something at the second interview about getting the money from his house. In March the defendant drew all his private money amounting to about \$500.

## ALLEGED ARMED ROBBERY.

The adjourned case in which the extradition of Cheung Pat was applied for by the Chinese Government on a charge of armed robbery was continued before Mr. F. A. Hazeland at the Police Court yesterday.

Mr. H. E. Pollock appeared to make the application on behalf of the Chinese Government, but Mr. F. P. Hott (of Messrs. Bruton, Hettland & Goldring) who represented the defendant objected to Mr. Pollock's appearance for the Chinese Government on the grounds laid down by the Chief Justice, and submitted that although the latter gentleman now represented the Crown (being instructed by Mr. Bowley), the previous proceedings were improper. Mr. Pollock pointed out that previously by the absence of the local authorities he had implied authority to appear for the prosecution, and now (being instructed by the Crown Solicitor) he had express authority. He submitted that there was nothing to render the evidence that had been taken illegal. Mr. Hott pointed out that Mr. Pollock was retained by the Chinese Government and, as it was a matter of life or death to his client, he must take every possible objection.

His Worship reserved his decision on the points raised, and the case was remanded.

## THE COLLISION AT WOOSUNG.

Further particulars of the collision of the *Pinguey* and *Maria Valerie*, about which we had two telegrams, are contained in the following excerpt:—The China Mutual steamer *Pinguey*, Captain Warrall, arrived at Woosung on May 25th from Hongkong and anchored there for the night. At 5 a.m. next day while she was bound up river, and when abreast of the signal station at Woosung, the Austrian Lloyd's steamer *Maria Valerie*, Captain Berberich, was met coming down river bound to Trieste. Before it could be averted the two vessels collided with a tremendous crash. The *Maria Valerie* was badly damaged in the fore part of the vessel, having a large hole on the port side which extended below the water line. She commenced to leak, and was at once run ashore at the Signal Station. When the collision occurred both anchors were hanging over the bows of the Austrian vessel, and one of them was lost when the two vessels came together. The *Pinguey* was but slightly damaged and went right up to Shanghai.

Workmen were sent down to Woosung from the dock to make some temporary repairs to the vessel and she was afterwards safely docked at Shanghai. At present it is not known what was the cause of the collision.

## OFFICIAL OPPRESSION IN CHINA.

The following Chinese Imperial Decree of May 25th, translated for the *N.C. Daily News*, betrays by implication the sorry state of things in official China:—

A decree, in reply to a memorial of the Shanghai Ministry of Commerce, stating that such important Western commercial enterprises as railways, mining, agriculture, and handicrafts are being looked upon with indifference by many Viceroy and Governors in the provinces, so that crafty and evil-minded merchants and traders are encouraged to defy the rules regulating these Western commercial enterprises issued by the Shanghai, to the detriment of honest merchants. Then, again, decrees have been repeatedly issued commanding the high provincial authorities to protect all Chinese who have returned to their homes from a stay abroad and to give strict injunctions to subordinate officials to prevent evil-minded and dishonest members of the gentry, ruffians, and desperadoes from oppressing and extorting from the returned emigrants. Their Majesties now once again desire to impress upon the officials in the provinces the necessity and importance of giving full protection to all returned emigrants, and again call upon the Viceroys and Governors of provinces to keep vigilant watch over the conduct of their subordinates in this and all other matters, and to denounce in the strongest terms all officials who have been found derelict in their duties in this matter so that they may be adequately punished, and more respect paid to those engaged in commerce and trade.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held at the Council Chamber yesterday afternoon. There were present:—

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.  
H. E. MAJOR-GENERAL VILLIERS-HUTTON, C. B. (General Officer Commanding the Troops).

Hon. Mr. F. H. MAY, C.M.G. (Colonial Secretary).

Hon. Sir H. S. BRKELEY, K.C. (Attorney-General).

Hon. Mr. L. A. M. JOHNSTON (Colonial Treasurer).

Hon. Mr. A. W. BROWN (Registrar-General).

Hon. Mr. W. CHATHAM (Director of Public Works).

Hon. Captain L. A. W. BARNES-LAWRENCE, R.N. (Harbour Master).

Hon. Sir C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai M.B., C.M., C.M.G.

Hon. Mr. W. YUK.

Hon. Mr. W. C. DICKSON.

Hon. Mr. R. Shewan.

Hon. A. G. M. FLETCHER (Clerk of Councils).

FINANCIAL.

The COLONIAL SECRETARY—Sir, I beg to bring up report of the Financial Committee No. 2, and propose its adoption.

The COLONIAL TREASURER seconded, and it was carried.

NEW TERRITORIES LAND ORDINANCE.

The ATTORNEY-GENERAL—Sir, I rise to move the second reading of the bill, entitled, 'An Ordinance to facilitate the transfer of land in the New Territories and for settling disputes in respect thereof and for other purposes.'

Since its recent introduction here everything has been so well stated that it is hardly necessary for me to say anything further.

Certainly I have nothing further to recommend to the House regarding this bill. The bill is designed to make more easy the transfer of land in the New Territory with small holders who are for the most part of the poorer class. With that object the bill provides for the establishment in the New Territory of district offices for land officers and a land registration office in Hongkong. And the bill provides short, clear, simple forms of conveyances and, necessarily, forms of documents dealing with the transfer and mortgage of landed property. In order to make the necessary resources to courts of law as inexpensive as possible certain jurisdiction is conferred by the bill on the land officer who is empowered to decide any small question and settle disputes which arise between land holders in the New Territory. There is no question upon which more disputes arise than questions of landed interests, and necessarily so in a new territory. It is with the object to enable them to be dealt with satisfactorily quickly, cheaply, easily and summarily that this bill has been drawn up, as is set out in the clauses. The court has taken steps at the same time to review the decisions of the land officer who will be entrusted. Power is given to allow appeal to the Supreme Court in certain cases, from the decision of the land officer relating to titles of claim, and also special cases may, by special leave of the officer, be referred to the Supreme Court. If the officer refuses to allow appeal the holder may obtain special leave from the Supreme Court to appeal. As it is possible that there may be some owners in the New Territory who are not inclined to take advantage of the advantages referred to in this Bill the Governor may exempt any property from operation of this Ordinance. I move the reading of the bill for a second time.

The CLERK OF COUNCILS seconded.

Hon. Mr. SHEWAN—I am sorry I cannot agree with the Hon. Attorney-General's remark that the objects and reasons were perfectly plain.

The Bill before us purports to be a bill to facilitate the transfer of land in the New Territory, but is also a bill to give the Governor power, without any restrictions, to grant exemption to Crown Lessees on any terms he shall think fit.

In other words we are supposed to be passing a bill to facilitate the transfer of land in the New Territory, but it is in reality a bill to give the Governor power to exempt any property from operation of this Ordinance. I move the reading of the bill for a second time.

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readers null and void all its provisions by leaving them to be modified on any terms the Government thinks fit. Everyone should be equal before the law, and in this Colony it seems that anyone with influence who wants a law modified can get it altered in his favour by applying to the Sanitary Board or some other authority. Such bills are not legislation. What is the use of laws if you do not enforce them strictly and impartially, and what is the use of a law which, after providing over 48 different clauses, leaves it to the Governor to abrogate them all on such terms as he shall think fit.

Hon. Dr. HO KAI—The only objection raised by the Hon. Member opposite seems to be to a certain clause in the Bill.

Hon. Mr. SHEWAN—I object to the principle.

Hon. Dr. HO KAI—I beg to object to the Bill as stated to facilitate the dealing with land in the New Territories, but I understand the Hon. Member opposite objected to one clause in subsection 4 of section 1, which gives the Government power to exempt any landowner, for good reasons, who wishes to be placed under the usual law of the Colony.

That is, of course, in one section, and I think it quite competent for him, while approving the principle of the Bill, to bring forward that objection in Committee and have it altered or expanded altogether. As far as the principle of the Bill is concerned, it is constituted clearly to facilitate the transfer or mortgage of land in the New Territory, and on this principle the Bill is, I think, extremely sound, far-sighted, as the hon. Member opposite has said, as the hon. Member opposite has said.

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**NOTICE.**  
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.  
Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Lieber's.  
P.O. Box 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## FOR SALE.

**WARD ROOM OFFICERS OF H.M.S. "Ocean"** have a PIANO for sale. Makers: COLLARD & COLLARD, London. Price \$200.  
Hongkong, 2nd June, 1905. [1356]

## PUBLIC AUCTION.

**THE Undersigned** has received instructions to Sell by Public Auction, on

**SATURDAY,**  
the 3rd day of June, 1905, at 2.30 p.m., at his SALES ROOM, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS, comprising:

SATSUMA, CLOISONNE, IVORIES, BRONZES, and TEAPOTS, LACQUERED CABINETS, PANELS, KAKEMONOS and EMBROIDERED SCREENS, &c., &c.  
TERMS OF SALE:—As Customary.  
V. I. REMEDIOS, Auctioneer.

Hongkong, 2nd June, 1905. [1357]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**

**"HAITAN,"**

Captain Rensch, will be despatched for the above ports on SUNDAY, 4th inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 2nd June, 1905. [1358]



## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

**STEAM FOR**

FIUME AND TRIESTE (DIRECT),

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT, VENICE and ADRIATIC PORTS).

**THE Company's Steamship**

**"NIPPON,"**

Captain Solih, will be despatched as above on THURSDAY, the 29th inst., p.m.

This steamer has accommodation for passengers, electric light and carries a doctor.

For information as to Passage and Freight, apply to

SANDEL WIELE & CO., Agents.

Hongkong, 2nd June, 1905. [1359]

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

**FROM RANGOON AND STRAITS.**

**THE Company's Steamship**

**"PUNDUA,"**

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 3rd inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., Agents.

Hongkong, 1st June, 1905. [1359]

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JARDINE, MATHESON & CO., General Managers.

Hongkong, 1st June, 1905. [18]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamer**

**"NUBAI,"**

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex *ss. Mongolia*.

From Calcutta, &c., ex *ss. Palanan*.

From Persian Gulf ex *ss. B. I. S. N.*

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m., TO-DAY.

Goods not cleared by the 8th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 1st June, 1905. [1]

## INTIMATIONS.

## THE DALLAS-BANDMANN OPERA COMPANY.

at the

THEATRE ROYAL, HONGKONG.

TO-NIGHT (FRIDAY), JUNE 2ND

(By Special Request).

"A COUNTRY GIRL."

FURTHER PARTICULARS WILL BE DULY ANNOUNCED.

Price as usual. Doors Open 8.30 p.m.

Commence 9 p.m.

Plan at the ROBINSON PIANO CO., LD.

Hongkong, 2nd June, 1905. [1344]

F. C. GARTON, Manager.

## NOTICE.

**WANTED: A TIMEKEEPER** for Local Works. Must Speak Cantonese.

Apply by letter to—

BOX 123, Care of Daily Press Office.

Hongkong, 1st June, 1905. [1348]

## WANTED.

**EMPLOYMENT** during Advertiser's leisure hours, say from 6 to 8 and from 9 to 11 p.m., either to keep a Set of Books or to do any other Office Work.

Apply to—

Care of Daily Press Office.

Hongkong, 1st June, 1905. [1349]

## SITUATION WANTED.

**ADVERTISER**, age 34, desires a position as GENERAL OFFICE ASSISTANT.

has a thorough knowledge of Bookkeeping and Accounts, and Typewriting; can also speak the Cantonese dialect fluently.

Apply by letter to—

ENGLISHMAN, Care of Daily Press Office.

Hongkong, 30th May, 1905. [1327]

## WANTED.

**ENGLISHMAN**, experienced ACCOUNTANT and BOOKKEEPER desires.

during spare time, Supervision and Account Work.

Address—

"ACCOUNTANT," Care of Daily Press Office.

Hongkong, 30th May, 1905. [1326]

## PERFECTION IN CHEESE.

**EYSSENS CRUSTLESS DUTCH** in small tins.

DUTCH CREAM CHEESE in 1 kilo tins.

Of all dealers.

Hongkong, 27th May, 1905. [1301]

## THE HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

**CHEAP EXCURSIONS TO MACAO:**

**THE Steamship**

**"HONAM,"**

2,363 tons, Captain H. D. Jones, will make a Special Trip EVERY SUNDAY to Macao and back. Hour of departure:—From Hongkong at 9 a.m. arriving at Macao about Noon. Hour of departure:—From Macao from 4 p.m. to 7 p.m. to suit tide, arriving at Hongkong about 3 hours after departure.

FARES:—

First Class Single \$2 ... Return \$4.

Second Class Single \$1 ... Return \$2.

Children and/or 12 half-price.

Tickets may be obtained at the Office of the Company, 15, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel), or on board the steamer. No Chits will be accepted, and Servants' passages must be paid for.

T. ARNOLD, Secretary.

Hongkong, 3rd May, 1905. [1134]

## THE AMERICAN SYSTEM OF DENTISTRY.

**DR. M. H. CHAUN,**

37, DES VŒUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [61]

## TO LET.

**DWELLING HOUSES** on Pedder's Hill, occupation from the 1st June.

For Further Particulars, apply to—

DAVID KASSON & CO., LD.

Hongkong, 6th April, 1905. [907]

## SIENTING.

**SURGEON DENTIST,**

NO. 10, DAGUILLAR STREET

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1905.

## DAVID CORSAK &amp; SON'S

**MERCHANT NAVY**

**NAVY BOILED**

**LONG FLAX**

**RELINANCE CROWN**

**TARPULING**

ARNOLD, KARBURG & CO.

Sole Agents.

**ROBERT CRAWFORD'S**

**C. C. C. WHISKY,**

Price ... \$10 Per Dozen.

Sole Agent—

KWAN TTE, 110, Queen's Road Central.

Hongkong, 12th April, 1905. [969]

## NOW READY.

**A TABLE OF THE**

**RATES OF EXCHANGE AT**

**HONGKONG**

for Demand Drafts on London on the day of or preceding the Departure of the English Mail; also Table of Yearly Approximate Averages

FOR 31 YEARS,

FROM 1874 to 1904.

Price \$2 Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.

Hongkong, 11th May, 1905. [1]

## AUCTIONS BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.

**MESSERS. HUGHES & HOUGH** have been instructed to sell by Public Auction on

**MONDAY,**

the 5th JUNE, 1905, at 2.30 o'clock in the afternoon, at their Auction Room, No. 8, Des Vœux Road (Corner of Les House Street),

**THE VALUABLE LEASEHOLD PROPERTY,**

which is intended to be registered in the Land Office as SUBSECTION 1 OF SECTION 107 MARINE LOT NUMBER SEVENTY-ONE in one lot.

This property comprises Nos. 84, 86, 88, and 90, KO SHING STREET, Victoria, Hongkong.

Particulars and Conditions of sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOCKER & DEACON, 1, Des Vœux Road Central.

and also from the Auctioneers, Hongkong, 22nd May, 1905. [1265]

## PUBLIC AUCTION.

**THE Undersigned** have received instructions to Sell by Public Auction, on

**WEDNESDAY,**

14th JUNE, 1905 at 3 p.m., on board, H.M. Screw Steamer "HUMBER,"

Extreme length ... 245' 8"

breadth ... 27' 6"

Displacement ... 1,640 tons

Horse Power ... 900

Engine—Earle's compound Surface Condensing.

Boilers—Two double ended cylindrical return tubular, load on safety valves 70 lbs.

Condensers—1 Kirkaldy and 1 Normandy single, distilling 1,800 and 2,400 galls. of water per 24 hours respectively.

To be sold as she now lies in Hongkong Harbour with all fittings, stores, &c., on board, including about 110 tons of coal, Anchors and Cable.

A list of fittings to be sold with the ship may be seen at the Office of the Naval Store Officer, H.M. Naval Yard, and of the Auctioneers, also on board.

The Admiralty will not be responsible for any errors in description of ship, fittings, stores, &c.

The Vessel will be open to inspection for seven days before date of sale, between 10 a.m. and noon, and 4 p.m. (Saturday and Sunday excepted).

Inspecting orders can be obtained from the Auctioneers.

TERMS—Cash before delivery, 25 per cent. of the purchase Money to be paid on the fall of the hammer, balance and the clearance to be effected within SEVEN DAYS after the date of sale.

Further special conditions may be obtained on application to the Auctioneers.

**HUGHES & HOUGH,** Auctioneers to the Government.

Hongkong, 31st May, 1905. [1344]

## HONGKONG BUSINESS DIRECTORY.

## IRON MERCHANTS.

**SINGON & CO.,** Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail.

Cooks, Importers, General Storekeepers and Commission Agents.

35 & 37, Hing Loong Street, (1st Street, West of Central Market).

## JEWELLERS.

**MAISON LEVY HERMANOIS**

Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Helle.

## PHOTOGRAPHER.

**M. MUMBY, JAPANESE ARTIST.**

Bronze and Onyx Engravings and also colouring Photos and relief Photos.

Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

## STOREKEEPERS.

**BISMARCK & CO.,** Navy Contractors, Ship Chandlers.

Provision and Coal Merchants, Sail makers, &c. Fresh Water supplied to Vessels in the Harbour.

**KWONG SANG & CO.,** Shipchandlers, Sailmakers, Provisioners.

Coal Merchants, Hardware, Engineers, Tools, Metal, Iron and Steel Merchants.

57 & 59, Connaught Road, New Praya Central.

## INSURANCES.

**L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED**

**THE Undersigned** having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

**SIEMSEN & CO.**

Hongkong, 1st January, 1904. [13]

## AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

**THE Undersigned**, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

**REUTER, BROCKELMANN & CO.,** Agents.

Hongkong, 21st April, 1897. [181]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

**TOTAL FUNDS at 31st December, 1903, £16,898,650.**

**I. AUTHORIZED CAPITAL, £3,000,000.**

**SUBSCRIBED CAPITAL, £2,750,000.**

**PAID-UP CAPITAL, £2,687,500 0 0.**

**II. FINE FUNDS, £3,056,961 12 3.**

**THE Undersigned AGENTS** for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

**SHEWAN TOMES & CO.,** Agents.

Hongkong, 18th June, 1904. [162]

## PUBLIC COMPANY.

The Shares lists will open at 10 a.m., on Monday, May 29th, 1905, and close at Noon, on Saturday, June 3rd, 1905, for Shanghai and a week later for outports.

## ABRIDGED PROSPECTUS OF THE CHINA MANUFACTURING COMPANY, LIMITED.

Capital: Shanghai Taels 1,000,000, divided into Shares Tls. 100 each.

To be incorporated under the Companies Ordinances of Hongkong.

It is intended to issue at present only one half of the Company's Authorized Capital namely 500,000 Shares of which 4,500 Shares are now offered for public subscription. The present issue of shares is payable as follows:—

Taels 10 on application.

15 on July 1st, 1905.

25 October 1st, 1905.

25 December 1st, 1905.

All subscriptions to be paid to the Hongkong and Shanghai Bank at any of its branches.

**DIRECTORS:**—Edward S. Little, 12 Kinkiang Rd., Alex. McLeod, 2 Jinfeng Road, F. C. Hoffer, 2 Kinkiang Road.

**SECRETARIES & GENERAL MANAG**







## SHIPPING.

**ARRIVALS.**  
**BULLMOUTH.** British str. 2,807. Welsh. 1st June.—Palamban 25th May. Bulk Oil.  
**Arnold.** Kureg & Co.  
**Chitwen.** Chinese str. 1,177. Chas. Stewart. 1st June.—Shanghai 25th May. General.  
**Chowfa.** German str. 1,005. Spiesen. 1st June.—Bangkok 25th May. Rice.—Butterfield & Swire.  
**Gloxy.** British battleship. 1st June.—from Mira Bay.  
**Hailan.** French str. 277. L. Anderson. 31st May.—Pakhoi 30th May. General and Pige.—A. L. Marty.  
**Hanoi.** French str. 231. P. Metbes. 1st June.—Halong and Hanoi 31st May. General.  
**A. L. Marty.**  
**Houk.** British cruiser. 1st June.—from Mira Bay.  
**Kongchang.** German str. 1,292. C. Giesewich. 1st June.—Bangkok 20th May. Rice.—Butterfield & Swire.  
**Noria.** British steamer. 3,845. F. J. Fox. 1st June.—Bombay 16th May and Singapore 27th May. General.—P. O. S. N. Co.  
**Pendia.** British str. 2,150. C. J. Swanson. 1st June.—Rangoon and Straits 27th May. General.—Jardine, Matheson & Co.  
**Sutler.** British cruiser. 6,000. Grant. 1st June.—Singapore 28th May.

## CLEARANCES.

**AT THE HARBOUR MASTER'S OFFICE.**  
 1st June.  
**Chitwen.** Chinese str. for Canton.  
**Hapch.** British str. for Saugham.

## DEPARTURES.

1st June.  
**BURNESIDE.** British str. for Kobe.  
**Carl.** British str. for Swatow.  
**Hailan.** British str. for Tientsin.  
**Kureg.** British str. for Tientsin.  
**March.** British str. for Sasebo.  
**Sherman.** German str. for Hamburg.  
**Wig.** German str. for Tsingtau.

## SHIPPING REPORTS.

The Chinese str. *Chitwen* reports: Passed a Russian Volunteer cruiser off Wanchow bound North, came and ascertained no mine, and proceeded early morning 24th.

## VESSELS PASSED ANKER.

May 11, Dutch str. *Leida*, Husband. May 11, from Batavia for Amsterdam.  
 May 11, British mail-war *Pegusus*, War. roundly. May 11, from Batavia for Albion.  
 May 12, British str. *Islander*, Wright. May 12, from Christmas Island for Singapore.  
 May 13, German str. *Julieta*, Van Hensel. March 22, from Djibouti for Batavia.  
 May 14, British str. *Luthia*, from Chiofo for Durban.  
 May 14, German str. *Elbing*, Schmidt. Feb. 18, from Hamburg via Fremantle for Batavia.

## VESSELS IN DOCK.

1st June.  
**ABERDEEN DOCKS.**—*J. Diederichsen*, City of Birmingham, Italian, Forwick, H.M.S. *Tanar*, H.M.S. *Virago*, Buford, Kianglung.  
**COSMOPOLITAN DOCK.**—*Cruiser, Aragonia*.

## VESSELS ON THE BERTH

**REGULAR STEAMSHIP SERVICE TO NEW YORK.**  
**VIA PORTS AND SUEZ CANAL.**  
**WITH LIBERTY TO CALL AT MALACCA (COAST).**  
**PROPOSED SAILINGS FROM HONGKONG.**  
 1905. About  
**"SAGAMI"** ... 2nd June.  
**"MONTROSE"** ... 24th June.  
**"ST. HUGO"** ... 15th July.  
 For Freight and further information, apply to DODWELL & CO., LD., Agents.  
 Hongkong, 20th May, 1905. [233]  
**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.**  
**PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.**  
**THE Steamship**  
**"MALTA"**  
 Captain R. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 3rd June, at Noon, taking passengers and cargo for the above ports in connection with the Company's ss. "India," 7,911 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.  
 Silk and Valuable, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on the 16th July, 1905.  
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.  
 For further particulars, apply to L. S. LEWIS, Acting Superintendent.  
 Hongkong, 22nd May, 1905. [1]  
**FOR SHANGHAI, CHINKIANG AND WUHU.**  
 (Taking Cargo at Through Rates to Tientsin, and CHEMUNTO.)  
**THE Steamship**  
**"LYDIA"**  
 Captain Girschenbrun, will be despatched for the above ports on TUESDAY, 3rd June, at 4 p.m. For Freight, apply to SIEMSEN & CO., Agents.  
 Hongkong, 31st May, 1905. [1345]  
**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship**  
**"CATHERINE APCAR"**  
 Captain A. Stewart, will be despatched for the above ports on TUESDAY, 6th inst., at 3 p.m. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.  
 Hongkong, 1st June, 1905. [1332]  
**"BEN" LINE OF STEAMERS.**  
**FOR GENOA, LONDON AND ANTWERP.**  
**THE Steamship**  
**"BENMOHR"**  
 Captain Webster, will be despatched as above on or about the 6th June.  
 For Freight, apply to GIBB, LIVINGSTON & CO., Agents.  
 Hongkong, 30th May, 1905. [1273]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BRETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL.	MALTA	Brit. str.	1 m.	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, AMSTERDAM & ANTWERP.	HYSON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 4th July.
LONDON, AMSTERDAM & ANTWERP.	GLAUCUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th July.
LONDON, AMSTERDAM & ANTWERP.	AXAX	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 1st Aug.
LONDON, AMSTERDAM & ANTWERP.	TLOMENEUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th Aug.
AMSTERDAM, LONDON & ANTWERP.	KINTUCK	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th inst.
AMSTERDAM, LONDON & ANTWERP.	CALCUTTA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th inst.
MARSEILLES, &c. via PORTS OF CALL.	BANU	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
BREMEN, via PORTS OF CALL.	POLYNESIAN	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 13th inst., at 1 p.m.
HAVRE, DUNKIRK, BREMEN & HAMBURG.	BAVERN	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 12th inst.
HAVRE, DUNKIRK, BREMEN & HAMBURG.	C. FERD. LAEISZ	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 28th inst.
HAVRE & HAMBURG via STRAITS, &c.	BRISGAVIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 12th July.
HAVRE & HAMBURG via STRAITS, &c.	SITHONIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 26th July.
HAVRE & HAMBURG via STRAITS, &c.	ACILIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 10th Aug.
HAVRE & HAMBURG via STRAITS, &c.	ALBESIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	On 23rd inst., p.m.
TRIESTE, &c. via SINGAPORE, &c.	NIPPON	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 6th inst.
GENOA, LONDON & ANTWERP.	BERNARD	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	TELEMACHUS	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 20th Aug.
GENOA, MARSEILLES & LIVERPOOL.	STERTOR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 15th inst.
GENOA, MARSEILLES & LIVERPOOL.	NOBOPOL	Brit. str.	1 m.		BUTTERFIELD & SWIRE	About 2nd inst.
NEW YORK via PORTS & SUEZ CANAL.	SAGAMI	Brit. str.	k. w.		BUTTERFIELD & SWIRE	On 5th inst.
NEW YORK via PORTS & SUEZ CANAL.	NUBIA	Ger. str.	k. w.		BUTTERFIELD & SWIRE	Early in July.
NEW YORK via PORTS & SUEZ CANAL.	KERNBERG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st inst.
VANCOUVER, via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 5th July.
VANCOUVER, via SHANGHAI JAPAN, &c.	TAMTAR	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN.	YAMAZEE	Am. str.	—		BUTTERFIELD & SWIRE	On 30th inst.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN.	ARAGONIA	Am. str.	—		BUTTERFIELD & SWIRE	On 8th inst., at Daylight.
PORTLAND, OREGON via SHANGHAI, &c.	MINNESOTA	Am. str.	—		BUTTERFIELD & SWIRE	About 15th inst., at Noon.
SEATTLE, via SHANGHAI, &c.	ESTERON	Am. str.	—		BUTTERFIELD & SWIRE	On 10th inst., at Noon.
AUSTRALIAN PORTS via MANILA, &c.	CHANGSHA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS via MANILA, &c.	WILLERHAD	Ger. str.	—		BUTTERFIELD & SWIRE	On 27th inst., at Noon.
KOBE & YOKOHAMA	SAINT KILDA	Brit. str.	—		BUTTERFIELD & SWIRE	Quick despatch.
TIENTSIN via SWATOW & CHEFOO	ESANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-day, at 3 p.m.
SHANGHAI	HANGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	About 2nd inst.
SHANGHAI	NUBIA	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	HUPH	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	YCHOW	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	ICHANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 3 p.m.
SHANGHAI	WAISHING	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI	LYDIA	Brit. str.	—		BUTTERFIELD & SWIRE	About 5th inst.
SHANGHAI CHINKIANG & WUHU	CLARA JESSEN	Ger. str.	1 m.		BUTTERFIELD & SWIRE	On 7th inst.
SHANGHAI via SWATOW, AMOY & FOCHOW	KIKUANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 4th inst., at 8 a.m.
TAMUI via SWATOW & AMOY	PHILOSOPH	Ger. str.	—		BUTTERFIELD & SWIRE	On 11th inst., at 8 a.m.
TAMUI via SWATOW & AMOY	PHOTUS	Ger. str.	—		BUTTERFIELD & SWIRE	To-day.
ANPING via SWATOW & AMOY	PHONIX	Ger. str.	—		BUTTERFIELD & SWIRE	On 6th inst., at 3 p.m.
AMOY, STRAITS & LANGKON	PUNDA	Brit. str.	—		BUTTERFIELD & SWIRE	On 4th inst., at 3 p.m.
SWATOW, AMOY & FOCHOW	HATAN	Brit. str.	2 h.		BUTTERFIELD & SWIRE	To-day, at 4 p.m.
MANILA	LOONGSANG	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at Noon.
MANILA	RUMI	Brit. str.	—		BUTTERFIELD & SWIRE	On 6th inst.
MANILA	TAMING	Brit. str.	1 m.		BUTTERFIELD & SWIRE	On 10th inst., at Noon.
MANILA	ZAPIRO	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow, at Noon.
SINGAPORE, SOURABAYA & SAMARANG	HINSANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 6th inst., at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—		BUTTERFIELD & SWIRE	On 9th inst., at 3 p.m.
SINGAPORE, SOURABAYA & SAMARANG	CHUNGANG	Brit. str.	—		BUTTERFIELD & SWIRE	On 13th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—		BUTTERFIELD & SWIRE	Quick despatch.
JAVA PORTS	TYLATAJAP	Dut. str.	—		BUTTERFIELD & SWIRE	Quick despatch.

## REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

FOR	STEAMERS	LEAVING
ANPING VIA SWATOW AND AMOY	"PROMISE"	FRIDAY, 2nd June.
TAMUI VIA SWATOW AND AMOY	"THORSTEN"	SUNDAY, 4th June, at 8 a.m.
SHANGHAI VIA SWATOW AND AMOY	H. A. HARALDSEN	About TUESDAY, 6th June.
AMOY, STRAITS & LANGKON	CLARA JESSEN	SUNDAY, 11th June, at 8 a.m.
SWATOW, AMOY & FOCHOW	BONDIXEN	
MANILA	"PROTEUS"	
MANILA	C. MOLLER	

For Freight, Passage, and further information, apply to Bradley & Co.  
 LATE  
**OSAKA SHOSEN KAISHA.**  
 Hongkong, 2nd June, 1905

## HAMBURG-AMERIKA LINIE.

**OSTASIATISCHER DIENST.**  
 Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.**

STEAMERS	DESTINATIONS	SAILING DATES.
C. FERD. LAEISZ	HAVRE, DUNKIRK, BREMEN and HAMBURG	On 12th June. Freight.
BRISGAVIA	HAVRE & HAMBURG	On 28th June. Freight.
SITHONIA	HAVRE & HAMBURG	On 12th July. Freight.
ACILIA	HAVRE & HAMBURG	On 26th July. Freight.
ALBESIA	HAVRE & HAMBURG	On 10th Aug. Freight.
NUBIA	NEW YORK via SUEZ	On 5th June. Freight.

Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by electricity.  
 For Further Particulars, apply to  
**HAMBURG-AMERIKA LINIE**  
 HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	A. H. Notley	Manila.	Sat., 3rd June, Noon.
ZAPIRO	2540	R. Rodger	Manila.	Sat., 10th June, Noon.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 29th May, 1905. [115]

## HONGKONG-NEW YORK.

**AMERICAN ASIATIC STEAMSHIP COMPANY**  
**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST.)

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT
S.S. "NORDPOL"	5,198	Schmidt	June 8th, 1905.
S.S. "INDRAWADI"	4,370	Wagner	June 26th, 1905.
	4,370	Bremer	July 16th, 1905.
	4,483	Metzenhain	August 6th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS.  
 Hongkong, 18th May, 1905. [1004]

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

**PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)**

FOR	STEAMERS	TO SAIL
TIENTSIN VIA SWATOW & CHEFOO	"ESANG"	Friday, 2nd June, 3 p.m.
SHANGHAI	"HANGSANG"	Friday, 2nd June, 3 p.m.
MANILA	"LOONGSANG"	Friday, 2nd June, 4 p.m.
SINGAPORE, SOURABAYA and SAMARANG	"HINSANG"	Saturday, 3rd June, Noon.
SHANGHAI	"WAISHING"	Saturday, 3rd June, 3 p.m.
SINGAPORE, SOURABAYA and SAMARANG	"CHUNSANG"	Friday, 9th June, 3 p.m.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 13th June, Noon.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS.  
 Hongkong, 2nd June, 1905. [45-20]

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.**

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purington	Friday, June 30th
SHAWMUT	9,606	E. V. Roberts	Wednesday, July 12th
TREMONT	9,606	T. W. Garlick	Tuesday, August 8th

† Cargo only.  
**CHEAPFARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.**  
 The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

**PARGEL EXPRESS TO THE UNITED STATES AND CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS.  
 QUEEN'S BUILDINGS.  
 Hongkong, 9th May, 1905. [7]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**FOR**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	NUBIA	About 2nd June	Freight and Passage.
	F. N. Tillard		
LONDON, &c.	MALTA	Noon, 3rd June	See Special Advertisement.
	R. A. Peters		

For further Particulars, apply to  
**L. S. LEWIS,**  
 Acting Superintendent.  
 Hongkong, 20th May, 1905.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

**PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON**

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT
"ARAGONIA"	5,198	Schmidt	June 8th, 1905.
"WICOMEDIA"	4,370	Wagner	June 26th, 1905.
"NUMANTIA"	4,370	Bremer	July 16th, 1905.
"ARABIA"	4,483	Metzenhain	August 6th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**ALLAN CAMFRON, GENERAL AGENT.**  
 Hongkong, 27th May, 1905. [113]

## VESSELS ON THE BERTH

FOR KOBE AND YOKOHAMA.

**THE British Steamship**

**"SAINT KILDA"**  
 Captain W. Jones, will be despatched for the above ports on or about the 30th inst.  
 For Freight, apply to  
**BRADLEY & CO.,**  
 Agents.  
 Hongkong, 23rd May, 1905. [1275]

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

**THE Steamship**  
**"EASTERN"**  
 Captain Ellis, will be despatched for the above ports on SATURDAY, the 10th June, at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A duly qualified Surgeon and Stewards are carried.  
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents.  
 Hongkong, 9th May, 1905. [1171]

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**FRENCH MAIL STEAMERS.**

**STEAM FOR SAIGON SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**

**THE Steamship**  
**"POLYNESIAN"**  
 Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 13th June, at 1 p.m.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
 S.S. "CALEDONNIEN" ... 27







